



City Council Chambers
3300 Capitol Avenue
Fremont, California

City Council

Bob Wasserman, Mayor
Bob Wieckowski, Vice Mayor
Anu Natarajan
Bill Harrison
Suzanne Lee Chan

City Staff

Fred Diaz, City Manager
Harvey E. Levine, City Attorney
Melissa Stevenson Dile, Assistant City Manager

Dawn G. Abrahamson, City Clerk
Harriet Commons, Finance Director
Marilyn Crane, Information Technology Svcs. Dir.
Mary Kaye Fisher, Interim Human Resources Dir.
Annabell Holland, Parks & Recreation Dir.
Norm Hughes, City Engineer
Jill Keimach, Community Dev. Director
Bruce Martin, Fire Chief
Jim Pierson, Transportation & Ops Director
Jeff Schwob, Planning Director
Suzanne Shenfil, Human Services Director
Craig Steckler, Chief of Police
Lori Taylor, Economic Development Director
Elisa Tierney, Redevelopment Director

City Council Agenda and Report [Redevelopment Agency of Fremont]

General Order of Business

1. Preliminary
 - Call to Order
 - Salute to the Flag
 - Roll Call
2. Consent Calendar
3. Ceremonial Items
4. Public Communications
5. Scheduled Items
 - Public Hearings
 - Appeals
 - Reports from Commissions, Boards and Committees
6. Report from City Attorney
7. Other Business
8. Council Communications
9. Adjournment

Order of Discussion

Generally, the order of discussion after introduction of an item by the Mayor will include comments and information by staff followed by City Council questions and inquiries. The applicant, or their authorized representative, or interested citizens, may then speak on the item; each speaker may only speak once to each item. At the close of public discussion, the item will be considered by the City Council and action taken. Items on the agenda may be moved from the order listed.

Consent Calendar

Items on the Consent Calendar are considered to be routine by the City Council and will be enacted by one motion and one vote. There will be no separate discussion of these items unless a Councilmember or citizen so requests, in which case the item will be removed from the Consent Calendar and considered separately. Additionally, other items without a "Request to Address the City Council" card in opposition may be added to the consent calendar. The City Attorney will read the title of ordinances to be adopted.



Addressing the Council

Any person may speak once on any item under discussion by the City Council after receiving recognition by the Mayor. Speaker cards will be available prior to and during the meeting. To address City Council, a card must be submitted to the City Clerk indicating name, address and the number of the item upon which a person wishes to speak. When addressing the City Council, please walk to the lectern located in front of the City Council. State your name. In order to ensure all persons have the opportunity to speak, a time limit will be set by the Mayor for each speaker (see instructions on speaker card). In the interest of time, each speaker may only speak once on each individual agenda item; please limit your comments to new material; do not repeat what a prior speaker has said.

Oral Communications

Any person desiring to speak on a matter which is not scheduled on this agenda may do so under the Oral Communications section of Public Communications. Please submit your speaker card to the City Clerk prior to the commencement of Oral Communications. **Only those who have submitted cards prior to the beginning of Oral Communications will be permitted to speak.** Please be aware the California Government Code prohibits the City Council from taking any immediate action on an item which does not appear on the agenda, unless the item meets stringent statutory requirements. The Mayor will limit the length of your presentation (see instructions on speaker card) and each speaker may only speak once on each agenda item.

To leave a voice message for all Councilmembers and the Mayor simultaneously, dial 284-4080.

The City Council Agendas may be accessed by computer at the following Worldwide Web Address: www.fremont.gov

Information

Copies of the Agenda and Report are available in the lobbies of the Fremont City Hall, 3300 Capitol Avenue and the Development Services Center, 39550 Liberty Street, on Friday preceding a regularly scheduled City Council meeting. Supplemental documents relating to specific agenda items are available at the Office of the City Clerk.

The regular meetings of the Fremont City Council are broadcast on Cable Television Channel 27 and can be seen via webcast on our website (www.Fremont.gov).

Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested persons must request the accommodation at least 2 working days in advance of the meeting by contacting the City Clerk at (510) 284-4060. Council meetings are *open captioned* for the deaf in the Council Chambers and *closed captioned* for home viewing.

Availability of Public Records

All disclosable public records relating to an open session item on this agenda that are distributed by the City to all or a majority of the City Council less than 72 hours prior to the meeting will be available for public inspection in specifically labeled binders located in the lobby of Fremont City Hall, 3300 Capitol Avenue during normal business hours, at the time the records are distributed to the City Council.

Information about the City or items scheduled on the Agenda and Report may be referred to:

Address: City Clerk
City of Fremont
3300 Capitol Avenue, Bldg. A
Fremont, California 94538
Telephone: (510) 284-4060

Your interest in the conduct of your City's business is appreciated.

AGENDA
FREMONT CITY COUNCIL REGULAR MEETING
JULY 13, 2010
COUNCIL CHAMBERS, 3300 CAPITOL AVE., BUILDING A
7:00 P.M.

1. PRELIMINARY

- 1.1 Call to Order
- 1.2 Salute the Flag
- 1.3 Roll Call
- 1.4 Announcements by Mayor / City Manager

2. CONSENT CALENDAR

Items on the Consent Calendar are considered to be routine by the City Council and will be enacted by one motion and one vote. There will be no separate discussion of these items unless a Councilmember or citizen so requests, in which event the item will be removed from the Consent Calendar and considered separately. Additionally, other items without a "Request to Address Council" card in opposition may be added to the consent calendar. The City Attorney will read the title of ordinances to be adopted.

- 2.1 *Motion to Waive Further Reading of Proposed Ordinances*
(This permits reading the title only in lieu of reciting the entire text.)
- 2.2 *Approval of Minutes – None.*
- 2.3 **9-1-1 TECHNOLOGY UPGRADE**
Approval of Upgrade to AT&T/PlantCML-Eads Dispatch Call Center Equipment

Contact Person:

Name:	Joel Pullen	Susan Aro/Frank Grgurina
Title:	Civic Facilities Project Mgr.	Business Manager/Captain
Dept.:	Community Development	Police
Phone:	510-494-4436	510-790-6800
E-Mail:	jpullen@fremont.gov	saro@fremont.gov / fgrgurina@fremont.gov

RECOMMENDATION: Authorize the City Manager or designee to execute a purchase order through the State Master Purchase Agreement with AT&T for the 9-1-1 technology upgrade in the amount of \$282,007.50, to be billed to the State for the nine primary dispatch positions, and a second purchase order for \$84,866.36 from 501 PWC8649 (Police Department Seismic Retrofit) for the six gun range/training classroom positions.

2.4 AWARD CONSTRUCTION CONTRACT FOR THE TEEN CENTER PLAZA PAVING (PWC8502)

Approve Plans and Specifications and Award a Construction Contract for the Teen Center Plaza Paving Project, City Project No. PWC 8502

Contact Person:

<i>Name:</i>	<i>Mark Mennucci</i>	<i>Roger Ravenstad</i>
<i>Title:</i>	<i>Associate Landscape Architect</i>	<i>Senior Landscape Architect</i>
<i>Dept.:</i>	<i>Community Development</i>	<i>Community Development</i>
<i>Phone:</i>	<i>510-494-4530</i>	<i>510-494-4723</i>
<i>E-Mail:</i>	<i>mmennucci@fremont.gov</i>	<i>rravenstad@fremont.gov</i>

RECOMMENDATION:

- 1. Approve the plans and specifications for the Teen Center Plaza Paving project.*
- 2. Accept the bid and award the construction contract to Suarez and Munoz Construction, Inc., for the base bid amount of \$436,112.90 plus Alternate #1, Alternate #2, Alternate #3, and Alternate #5, for a total alternate subtotal of \$90,420.00, and a grand total contract amount of \$526,532.90.*

2.5 AMENDMENT TO PMC WORLD CONTRACT

Authorize the City Manager to Execute an Amendment Increasing the Current Contract with PMC World by \$90,000 to a Total of \$189,000 for Project Management Services Related to the Former NUMMI Property

Contact Person:

<i>Name:</i>	<i>Melissa Stevenson Dile</i>
<i>Title:</i>	<i>Assistant City Manager</i>
<i>Dept.:</i>	<i>City Manager's Office</i>
<i>Phone:</i>	<i>510-284-4005</i>
<i>E-Mail:</i>	<i>mdile@fremont.gov</i>

RECOMMENDATION: Authorize the City Manager or his designee to increase the contract with PMC World by \$90,000 to a total of \$189,000 for project management services related to the former NUMMI Property.

2.6 ADJUSTMENT TO TAXI DRIVER PERMIT FEES

Public Hearing (Published Notice) to Consider Modifications to Fees for Taxi Driver Permits, New and Annual Renewal

Contact Person:

<i>Name:</i>	<i>Susan Aro</i>	<i>Craig T. Steckler</i>
<i>Title:</i>	<i>Business Manager</i>	<i>Chief of Police</i>
<i>Dept.:</i>	<i>Police</i>	<i>Police</i>
<i>Phone:</i>	<i>510-790-6991</i>	<i>510-790-6810</i>
<i>E-Mail:</i>	<i>saro@fremont.gov</i>	<i>csteckler@fremont.gov</i>

RECOMMENDATION:

- 1. Hold a public hearing.*
- 2. Adopt a resolution to update Taxi Driver Fees related to Police Department regulatory and permitting services, as set forth in this report.*

2.7 AUTO MALL PYLON SIGN-(PLN2010-00260)

To Consider a Conditional Use Permit to Allow One Freeway-Oriented Sign in the Industrial Area Portion of the Fremont Merged Redevelopment Project Area.

Contact Person:

<i>Name:</i>	<i>Barbara Meerjans</i>	<i>Jeff Schwob</i>
<i>Title:</i>	<i>Senior Planner</i>	<i>Planning Director</i>
<i>Dept.:</i>	<i>Community Development</i>	<i>Community Development</i>
<i>Phone:</i>	<i>510-494-4451</i>	<i>510-494-4527</i>
<i>E-Mail:</i>	<i>bmeerjans@fremont.gov</i>	<i>jschwob@fremont.gov</i>

RECOMMENDATION:

- 1. Hold public hearing.*
- 2. Find that the project is categorically exempt from the California Environmental Quality Act (CEQA) under Guideline 15302, Replacement or Reconstruction because the proposed freeway-oriented sign is located on the same site as the existing sign and has substantially the same purpose as the sign it will replace. Direct staff to file a notice of exemption with the County Recorder.*
- 3. Find the Auto Mall Pylon Sign is in conformance with the relevant provisions contained in the City's existing General Plan, and that the project conforms to the goals, objectives, and policies of the Industrial Portion of the Fremont Merged Redevelopment Project Area Plan.*
- 4. Approve a conditional use permit for the Auto Mall Pylon Sign, as shown on Exhibit "A", subject to findings and conditions in Exhibit "B."*

3. CEREMONIAL ITEMS

3.1 Proclamation: 2010 National Night Out

3.2 Newsreel Update of the Progress on the BART Tunnel Under Lake Elizabeth by the Essanay News Service

4. PUBLIC COMMUNICATIONS

4.1 Oral and Written Communications

REDEVELOPMENT AGENCY – The Redevelopment Agency Board will convene at this time and take action on the agenda items listed on the Redevelopment Agency Agenda. See separate agenda (yellow paper).

PUBLIC FINANCING AUTHORITY – None.

CONSIDERATION OF ITEMS REMOVED FROM CONSENT CALENDAR

5. SCHEDULED ITEMS – None.

6. REPORT FROM CITY ATTORNEY

6.1 Report Out from Closed Session of Any Final Action

7. OTHER BUSINESS

7.1 ADOPT RESOLUTIONS TO DESIGNATE THE BOUNDARIES OF THE “SOUTH FREMONT/WARM SPRINGS SURVEY AREA” AS A REDEVELOPMENT SURVEY AREA AND AUTHORIZE STAFF TO PROCEED WITH A PLAN ADOPTION PROCESS

Designate the Area Surrounding and Including the Former NUMMI Plant Site as the “South Fremont/Warm Springs Survey Area”; Authorize Staff to Proceed With a Redevelopment Plan Adoption Process; and Approve Execution of Cooperation and Reimbursement Agreement for Costs of Plan Preparation

Contact Person:

Name:	Maya Williams	Elisa Tierney
Title:	Management Analyst	Redevelopment Agency Director
Dept.:	City Manager’s Office	City Manager’s Office
Phone:	510-284-4013	510-494-4501
E-Mail:	mwilliams@fremont.gov	etierney@fremont.gov

RECOMMENDATION:

1. Adopt the area surrounding and including the former NUMMI plant site as the “South Fremont/Warm Springs Survey Area;”
2. Authorize staff to proceed with the Redevelopment Plan adoption process, determine that no project area committee is required and call for community consultations regarding the Redevelopment Plan, and designate lead and responsible agency for preparation of environmental documents;
3. Approve execution of Cooperation and Reimbursement Agreement for costs of Redevelopment Plan preparation; and
4. Approve appropriation from unallocated Fund 501 fund balance of \$236,500 to 501 PWC 8742 Redevelopment South Fremont/Warm Springs Survey Area.

7.2 STREET TREE REMOVAL CRITERIA

Consider Options For Modifying Street Tree Removal Criteria and Provide Direction to Staff For Amendment of Removal Criteria in the Street Tree and Sidewalk Maintenance Ordinance

Contact Person:

Name:	Karena Shackelford	Jim Pierson
Title:	Business Manager	Director
Dept.:	Transportation & Operations	Transportation & Operations
Phone:	510-494-4576	510-494-4722
E-Mail:	kshackelford@fremont.gov	jpierson@fremont.gov

RECOMMENDATION: Staff recommends that the City Council take one of the following actions:

1. Select Option 1 with no change to the current Ordinance;
2. Select Option 2 directing staff to return to the City Council with an amendment to the current Street Tree and Sidewalk Maintenance Ordinance to include criteria from the Tree Preservation Ordinance that support the denial of removals; or
3. Select Option 3 directing staff to return to the City Council with an amendment to the current Street Tree and Sidewalk Maintenance Ordinance to add criteria that would allow for a street tree to be removed if a serious maintenance issue can be demonstrated by the property owner.

8. COUNCIL COMMUNICATIONS

8.1 Council Referrals

- 8.1.1 **MAYOR WASSERMAN REFERRAL:** Reappointment of Dottie DiFranco to the George W. Patterson House Advisory Board
- 8.1.2 **VICE MAYOR WIECKOWSKI REFERRAL:** Request the City Council to Consider a Council-Sponsored Ballot Measure to set Term Limits for Mayor and City Councilmembers at Twelve (12) Consecutive Years of Service and Re-Establish Eligibility to Serve after a Break in Service

8.2 Oral Reports on Meetings and Events

9. ADJOURNMENT



***2.3 9-1-1 TECHNOLOGY UPGRADE**

Approval of Upgrade to AT&T/PlantCML-Eads Dispatch Call Center Equipment

Contact Person:

Name:	Joel Pullen	Susan Aro/Frank Grgurina
Title:	Civic Facilities Project Mgr.	Business Manager/Captain
Dept.:	Community Development	Police
Phone:	510-494-4436	510-790-6800
E-Mail:	jpullen@fremont.gov	saro@fremont.gov / fgrgurina@fremont.gov

Executive Summary: The State of California collects funds from the 9-1-1 user tax on telephone bills to pay for 9-1-1 equipment and upgrades to existing equipment in Public Safety Answering Points (PSAPs) throughout the State. The Police Department is the designated PSAP for the City of Fremont, and has been using PC workstations, telephone hardware, and software provided by AT&T and its parent/predecessor companies for years. Under the State program, purchases and upgrades of 9-1-1 telephone equipment may occur every five years. The last upgrades in Fremont occurred in 1999 and 2004. The interior noise created by the current seismic retrofit of the Police Department, combined with signal distance limitations of the current system and the otherwise lengthy delay of upgrade until after retrofit construction, necessitates upgrade of the dispatch center and creation of an additional site in the new gun range/training classroom that will be used during noisy construction operations and as a training center thereafter. The allotment from the State to the City for this upgrade is \$330,000. Council approval is requested to proceed with this upgrade, as follows: acquisition, installation, and maintenance for nine (9) AT&T/PlantCML-Eads Patriot Sentinel Dispatch Workstations for the PD building at the State's cost of \$282,007.50; and acquisition, installation, and maintenance for six (6) AT&T/PlantCML-Eads Patriot Sentinel Dispatch Workstations for the gun range/training classroom using previously identified project funding of \$84,866.36 (the state does not pay for what they consider to be 'backup locations'). Staff will return to Council after the upgrade is complete, but prior to the end of 2010, to purchase additional equipment using remaining State funding of \$47,992.50.

BACKGROUND: The State of California collects funds from the 9-1-1 user tax on telephone bills to pay for 9-1-1 telephone equipment and upgrades to existing equipment in Public Safety Answering Points (PSAPs) throughout the State. The Public Safety Communications Division (PCSD) of the State Office of the Chief Information Officer (OCIO) is responsible for managing these monies, with the goal of enabling each PSAP to provide the fastest, most reliable, cost-effective telephone access to emergency services for any 9-1-1 caller in California. The funds are allocated by the State to local agencies based upon an analysis of emergency call traffic. That analysis indicates a funding eligibility of \$330,000 for the City of Fremont.

Under the State program, purchases and upgrades to 9-1-1 dispatch centers can occur every five years. The last upgrades in Fremont occurred in 1999 and 2004. The State has Master Purchase Agreements (MPAs) with providers of 9-1-1 equipment and services. The MPAs provide PSAPs with an easy means to select and purchase 9-1-1 equipment and services. Each local agency has the choice of procuring the equipment and services using its local procurement process, or it may use the State MPAs, and have the State pay the 9-1-1 vendor directly based on predefined terms. The common practice among local agencies is the latter, with the release of funds to pay the vendor directly being administered by the State

of California Office of the Chief Information Officer, Public Safety Communications Division, subject to compliance with applicable State requirements.

The City wrote the State's 9-1-1 office in late 2009, and received a pre-authorization letter for Customer Premise Equipment (CPE) funding earlier this year. The process proceeds as follows: after reviewing systems, the PSAP solicits a scope of work from the vendor, then forwards that scope of work to the State along with an unsigned purchase order (P.O.), to which the State responds with corrections, if necessary, and ultimately with a Commitment to Fund form (State form TD-288). The City, subject to its own purchasing authority limits, then takes the P.O. for approval and signature, and works with the vendor to order and install the equipment. The State then pays the vendor directly out of the CPE funds once the equipment successfully completes a 10-day testing period.

DISCUSSION/ANALYSIS: The Police Department Facility Seismic Retrofit Project is expected to begin its 16-month construction phase later this summer, which will be completed in fall 2011. The dispatch center is ordinarily upgraded every five years using State money. Because interior building noise from the retrofit is expected to be incompatible with dispatchers' 24-hour work, and in order to take advantage of available State funding to stay on the cutting edge of dispatch technology and build redundancy into this critical facility, staff recommends that an upgrade of the dispatch center at this time.

Staff investigated various ways in which the City might provide seamless 9-1-1 service during the retrofit, including using other locations within the police campus and purchasing a modular building. Using the gun range training classroom proved to be the best option for several reasons. The range is within the secured area and has some available space along its western perimeter for this use that will be compatible with other training demands for the classroom space. The network infrastructure built into the gun range provides some future flexibility, dispatcher training options, and system redundancy. Daytime use of the range for target training/qualifying is easily accommodated because of the later retrofit work shift. In short, dispatch workstations in the new gun range provide a unique opportunity to accomplish the goal of providing seamless dispatch services during this project with the least impact to City services while making an enduring investment in, and efficient use of, our capital assets.

The Police dispatch center currently uses hardware and software purchased from AT&T (actually, through its predecessor company, SBC, when the last upgrade occurred in 2004). Staff looked at various vendors with state-approved contracts, and had on-site representatives for two upgrade solutions (AT&T/Positron Viper & AT&T/PlantCML-Eads Patriot Sentinel) visit the site and prepare several iterations of quotes based upon the City's specific dispatch needs. Police Department dispatch personnel also attended professional conferences, reviewed other jurisdictions with various systems in use, and traveled to other PSAPs to evaluate their workstations.

The new dispatch systems are internet protocol ("IP")-based, which is the protocol necessary to enable future receipt of "next generation 9-1-1" calls for service, standards for which are currently under development. Upon installation of this system, dispatchers will continue to receive caller information like a phone number, name, and location, when available. Future calls for service may include SMS (text—heavily used by the large local hard-of-hearing and deaf community), MMS (video), and automated notification devices (such as medical emergency, vehicle collision, hazmat, and security sensors). In addition, IP-based dispatch systems allow remote, and even mobile, call-taking positions.

Future hardware purchases and/or software upgrades or patches will likely be necessary to effect next-generation 9-1-1 improvements like those listed above, with due consideration to effective resource utilization and staffing.

AT&T's partnership with PlantCML-Eads is one of the approved vendors (# 5-06-58-12) on the State's list of competitively bid contracts for 9-1-1 software, equipment, and services. Based upon the PlantCML/Eads system's demonstrated functionality, reliability, redundancy, pricing, and the excellent relationship staff has had with the 9-1-1 technicians deployed by AT&T in response to City service requests, staff recommends the AT&T/PlantCML-Eads Patriot Sentinel system partnership to upgrade the City's system. Staff has negotiated a scope of work with AT&T/Plant for the upgrade of the 9-1-1 hardware and software in the Police dispatch center. The cost of the upgrade will be \$282,007.50 for the nine (9) PD dispatch locations upstairs, and \$84,866.36 for the six (6) PD dispatch locations to be installed in the new gun range/training classroom. The State will pay for the positions in the PD, while retrofit project soft costs are available to pay for the gun range location to facilitate the additional location necessary for the retrofit project. Following meetings with the State 9-1-1 Advisor, the City has sent the State the Scope of Work and unsigned P.O., and is awaiting the results of that review and expected receipt of a Commitment to Fund letter as of the writing of this report.

Below is a breakdown of the costs:

Cost of upgrade:

Equipment	\$217,206.98
Installation	12,348.72
Maintenance for years two to five	40,274.80
Training	<u>12,177.00</u>
Total paid by State	\$282,007.50

Cost of additional 9 dispatch locations:

Equipment	\$ 63,680.06
Installation	4,922.20
Maintenance for years two to five	<u>16,264.10</u>
Total paid by City	\$ 84,866.36

FISCAL IMPACT: At this time, there is sufficient funding committed from the State to fund the primary dispatch workstations, and sufficient identified City funds to pay for the gun range call-taking positions.

ENVIRONMENTAL REVIEW: This project is categorically exempt from the California Environmental Quality Act under Section 15061(b)(3) because there is no potential for a significant impact upon the environment.

ENCLOSURE: None.

RECOMMENDATION: Authorize the City Manager or designee to execute a purchase order through the State Master Purchase Agreement with AT&T for the 9-1-1 technology upgrade in the amount of \$282,007.50, to be billed to the State for the nine primary dispatch positions, and a second purchase order for \$84,866.36 from 501 PWC8649 (Police Department Seismic Retrofit) for the six gun range/training classroom positions.

***2.4 AWARD CONSTRUCTION CONTRACT FOR THE TEEN CENTER PLAZA PAVING (PWC8502)**

Approve Plans and Specifications and Award a Construction Contract for the Teen Center Plaza Paving Project, City Project No. PWC 8502

Contact Person:

Name:	Mark Mennucci	Roger Ravenstad
Title:	Associate Landscape Architect	Senior Landscape Architect
Dept.:	Community Development	Community Development
Phone:	510-494-4530	510-494-4723
E-Mail:	mmennucci@fremont.gov	rravenstad@fremont.gov

Executive Summary: This report recommends that the City Council approve the plans and specifications for the Teen Center Plaza Paving project, accept the bid and award the construction contract to Suarez and Munoz Construction, Inc., for the base bid amount of \$436,112.90, plus Alternate #1, Alternate #2, Alternate #3, and Alternate #5, for a total alternate subtotal of \$90,420, and a grand total contract amount of \$526,532.90.

BACKGROUND: The existing Teen Center accommodates summer camp programs, weddings and other group events year round, including weekends. The users currently have access to the interior space of the building, with some limited outside use. The goal of the Parks and Recreation Department is to create a plaza that will accommodate these user groups for both indoor and outdoor use. Large groups, such as weddings, will be able to rent the plaza along with the use of the building space.

The basic project elements include a flexible multi-use concrete plaza enclosed by a fence, accessible for maintenance, an activity area with game tables, additional decomposed granite surfacing, pedestrian lighting, built-in seating, low maintenance planting, and an enhanced entrance to the building. The plaza will accommodate multiple items and activities, such as tables, chairs, dancing, pick-up basketball, teen center programmed events, and other events as requested, so the surfacing will be a durable, textured, colored concrete. The design incorporates planting that is in keeping with Bay-friendly standards and requirements; emphasizes the plaza layout and building entry trellises; and clarifies the concrete texture and stamp patterns.

The design was presented to the Recreation Commission as part of the Capital Improvement program process on January 7, 2009. The Commission voted 4-0-3-0 to recommend the City Council fully fund this project.

Funding was approved during the 2009/10-2013/14 Capital Improvement Program budget cycle.

DISCUSSION/ANALYSIS:

Project Description: The Teen Center Plaza Paving project is located in Central Park, at 39770 Sailway Drive, adjacent to the north side of the Teen Center (Old Library Building). This project will improve the area within the project limits by completing all site grading, installing new site drainage, concrete paving, decomposed granite paving, mow bands, seat-walls, ornamental fencing, landscaping and

irrigation, site lighting and electrical, site furnishings, custom steel trellises, alternate work, and other details as described by the plans, standard specifications and special provisions of the contract bid documents. The contract documents call for 90 working days to complete all construction.

Bid Results: The City received eight (8) bids for the construction of the Teen Center Plaza Paving on June 15, 2010. The lowest base bid was submitted by Suarez and Munoz Construction, Inc., for \$436,122.90, and is approximately 26% below the project estimate. All bidders and their respective bid amounts, including alternate item costs, are shown below:

<i>Contractor</i>	<i>Rank</i>	<i>Base Bid Total</i>	<i>Alt 1</i>	<i>Alt 2</i>	<i>Alt 3</i>	<i>Alt 4</i>	<i>Alt 5</i>	<i>Alt 6</i>	<i>Alt 7</i>
Suarez and Munoz Construction Inc.	1	\$436,112.90	\$22,000	\$34,620	\$30,300	\$28,170	\$3,500	\$11,000	\$45,125.50
Star Construction	2	\$465,357.98*	\$44,000	\$49,620	\$17,300	\$29,835	\$5,000	\$11,000	\$36,627.50*
Guerra Construction Group	3	\$479,686.45	\$13,500	\$22,620	\$11,100	\$33,320	\$1,880	\$10,165	\$50,159.70
Robert A. Bothman, Inc.	4	\$489,446.00*	\$24,992	\$45,660	\$12,300	\$41,7660	\$7,184	\$7,967	\$53,105*
Sposeto Engineering	5	\$495,921.30	\$26,400	\$45,220	\$26,620	\$26,520	\$6,440	\$10,000	\$35,845.99
J.A. Albanese, Inc	6	\$512,618.70	\$20,000	\$33,620	\$28,300	\$23,845	\$6,500	\$11,000	\$39,619.53
McGuire & Hester, Inc.	7	\$521,515.95*	\$20,700	\$36,420	\$19,660	\$24,825	\$5,408	\$7,350	\$32,309.20
CalState Construction	8	\$604,658.19*	\$33,130	\$45,174	\$27,836	\$31,141*	\$4,148	\$14,809.69*	\$49,828.36*

*Bids Mathematically Corrected

Project Base Bid Estimate \$550,000

The low bidder is determined by evaluation of base bid only, without consideration of the alternate items, as stated in the Instruction to Bidders. There are funds available to complete up to 4 alternates. The low monetary bidder for the project, Suarez and Munoz Construction, Inc., is a responsible bidder experienced in this type of work. Their bid is responsive and all bid documents are in order.

The following alternates are recommended to be awarded. Alternate #1 (\$22,000) includes the construction of the Plaza Entry trellis. Alternate #2 (\$34,620) includes the construction of the Building Entry trellis. Alternate #3 (\$30,300) includes the construction of seat walls in the plaza around proposed tree wells. Alternate #5 (\$3,500) includes the construction of a seat wall along the game table area.

The following alternates are not recommended to be awarded. Alternate #4 (\$28,170) included the installation of additional uplighting and electrical wiring for new tree planting. Alternate #6 (\$11,000) included the installation of a typical park entry sign. Alternate #7 (\$45,125) included the demolition of an existing asphalt path adjacent to the plaza, and constructing a 15-foot wide concrete path for pedestrian and maintenance vehicle access around the perimeter of the plaza.

Maintenance Impact: Park Maintenance staff worked closely with Landscape Architecture staff during design development to reduce site maintenance efforts through the implementation of the following improvements:

- 1) The existing surfacing surrounding the Teen Center is irrigated lawn and asphalt pathways. Upon completion of the proposed contract work, the amount of square footage requiring mowing will have been reduced and replaced with low maintenance shrubs and groundcover, meeting Bay-friendly requirements for low water usage and significantly reduced maintenance requirements.
- 2) Improve site drainage around the Teen Center facility.

Project schedule: Construction is anticipated to begin in September 2010, with completion anticipated in early January 2011.

FISCAL IMPACT: To construct the project with four (4) recommended alternates, the total project cost will be \$526,532.90. The current unencumbered balance in Fund 540 is \$579,711. There are sufficient project funds in 540PWC8502 to complete the project with the four alternates.

Project Budget and Funding:

1. Total funds appropriated to the project:
540 Parks Facility Impact Fees **\$779,000**
2. Project costs and expenditures:
 - a. Project Administration, Design, Consultants, Building Permits (spent) **\$199,289**
 - b. Construction Base Bid and Alternates Recommended by this item, including \$60,420 for supplemental cost (rounded to the nearest dollar)

Base Bid Amount	\$436,113
Alternate #1	\$22,000
Alternate #2	\$34,620
Alternate #3	\$30,300
Alternate #5	\$3,500
	\$526,533
 - d. Construction Management, Inspection, and Special Inspection **\$53,178**
 - e. Total Project Balance at end of Project: **\$0**

ENVIRONMENTAL REVIEW: The proposed project is a maintenance and alteration of existing facilities within an urban area. There is no change in use or expansion of the site. The proposed project is exempt from the California Environmental Quality Act (CEQA) per Guideline 15301 for modification of existing facilities.

ENCLOSURE: [Site Plan](#)

RECOMMENDATION:

1. Approve the plans and specifications for the Teen Center Plaza Paving project;
2. Accept the bid and award the construction contract to Suarez and Munoz Construction, Inc., for the base bid amount of \$436,112.90 plus Alternate #1, Alternate #2, Alternate #3, and Alternate #5, for a total alternate subtotal of \$90,420.00, and a grand total contract amount of \$526,532.90.

***2.5 AMENDMENT TO PMC WORLD CONTRACT**

Authorize the City Manager to Execute an Amendment Increasing the Current Contract with PMC World by \$90,000 to a Total of \$189,000 for Project Management Services Related to the Former NUMMI Property

Contact Person:

Name: Melissa Stevenson Dile
Title: Assistant City Manager
Dept.: City Manager's Office
Phone: 510-284-4005
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Executive Summary: In the last year, the anticipated and ultimate closure of the New United Motor Manufacturing, Incorporated (NUMMI) property has resulted in a significant effort to prepare for the reuse and revitalization of the site. This work included pursuing and obtaining a planning grant from the federal Economic Development Administration (EDA); producing regular communications with the City Council; conducting a community preference survey; and coordination among several departments to ensure that activities funded by EDA grant coordinated with General Plan and redevelopment-related initiatives.

Given staffing reductions in the City Manager's Office, outside resources were necessary to complete this work in a timely manner. Under the City Manager's authority, planning and project management assistance was obtained through PMC World, a national firm which offers expertise in municipal planning, project management, and other technical services. The initial contract for \$99,000 is nearing completion, and staff is seeking City Council approval to increase the contract by \$90,000 to provide project management services in FY 2010/11. If authorized, the new contract total will be \$189,000. These services are necessary as work commences on the studies funded by the EDA grant. The studies are expected to be completed in April 2011.

BACKGROUND: The New United Motor Manufacturing, Incorporated (NUMMI) automotive manufacturing plant was created in 1984 when General Motors entered into a partnership with Toyota. This partnership produced automobiles at an auto manufacturing site formerly operated by General Motors in the 1960s and which was vacant for a decade prior to the creation of NUMMI. Upon General Motors's bankruptcy announcement in summer 2009, NUMMI began considering closing the plant. City officials partnered with regional, State and national officials to form a "Red Team" to seek opportunities to continue NUMMI's manufacturing operations at the site. City, regional, State and national officials contacted Toyota Motor Corporation directly in the hope of continuing operations at the site; however, Toyota announced on August 27, 2009 that it would close the plant, and it did so on April 1, 2010.

The 370-acre NUMMI plant was a major employer for Fremont and the State. The closure of the plant resulted in 4,700 lost jobs at the plant, and impacted more than 300 California companies that supply parts or services to the only automotive manufacturing plant on the West Coast. The facility has contributed to the employment of more than 20,000 throughout the State. The NUMMI site occupies a key location regionally, being supported by Interstate 880 and commercial rail lines, as well as being adjacent to the Warm Springs BART Station, slated to open in 2014. NUMMI's closure doubled the

vacant industrial space available in Fremont. Although the potential reuse of a portion of the site by Tesla Motors is promising, it is unlikely, in the next several years, to generate a positive economic impact on the scale of that produced when NUMMI was operating. For all of these reasons, the potential reuse and revitalization of the NUMMI site represents a significant challenge and opportunity for the community. That challenge and opportunity can be met only with a major investment of staff time and, given staffing reductions in the City Manager's Office over the last three years, with additional resources provided on a temporary basis by contract.

Thanks to considerable planning and project management assistance from PMC World, the City was able to obtain a Planning and Technical Assistance Grant from the Economic Development Administration to complete a series of studies to help guide reuse and revitalization of the NUMMI site. The four main study components are: 1) Economic and Market Analysis Strategic Plan; 2) Land Use Alternatives Study; 3) Infrastructure and Cost Analysis; and 4) Financial Assessment. Obtaining and administering the EDA grant required significant time and effort. Some of the tasks involved included working with several City departments to:

- Prepare and submit the grant application to the Economic Development Administration (EDA) for funding in support of the NUMMI site reuse and recovery strategy.
- Work extensively with EDA staff during the grant submittal and review process and ongoing during grant administration.
- Oversee the grant procurement program required by the EDA.
- Prepare the City's Request for Proposals for the NUMMI studies, and oversee the consultant selection process (review of proposals, interview process, and related staff meetings).
- Conduct contract negotiations with the recommended consultant team.
- Plan for public outreach related to the NUMMI site and Warm Springs/BART Station area.
- Provide status reports and updates to City Council and City staff related to the NUMMI site, EDA grant and related items.

In addition to activities in support of the EDA grant, PMC World conducted the following activities:

- Provided input and support to City staff and consultants on the possible creation of a Redevelopment Project Area focusing on lands around the NUMMI site.
- Prepared and helped to administer a Community Preferences Survey for the potential reuse and revitalization of the NUMMI site.
- Provided input to City staff on the General Plan Update and related actions focusing on the Warm Springs/BART Station area, including policy matters.
- Helped prepare and update, as necessary, NUMMI web pages for the City's website.
- Provided responses to community residents, agencies, real estate agents/brokers and other requests for information related to the NUMMI facility.

DISCUSSION/ANALYSIS: On July 27, 2010, staff anticipates asking the City Council to award a contract for conduct of the EDA grant-funded studies. Assuming the contract is awarded, a new body of project management work will be required in order to ensure the four studies are completed on an aggressive timeline while involving multiple City departments and a range of stakeholders, including property owners, other governmental agencies, and members of the public. If the current contract is extended, PMC World would manage the process of conducting the studies, organize public outreach

efforts, oversee study document production (including review of administrative drafts and other documents for the four principal study areas), and continue to administer the EDA grant to ensure the City complies with all grant terms.

Completion of the EDA grant-funded studies will require significant effort, and will also need to be coordinated with other efforts associated with the NUMMI site/Warm Springs area. These include the potential creation of a new redevelopment project area in this region (discussed in separate agenda items this evening), and the General Plan update process. PMC World's continued involvement in these efforts would help ensure that all of these efforts are in sync and complement each other.

FISCAL IMPACT: A contract amendment of \$90,000, bringing total authorized expenditures to \$189,000, is expected to be sufficient for the work described above. Funding is available in the City Manager's Office operating budget.

ENVIRONMENTAL REVIEW: N/A

ENCLOSURE: None

RECOMMENDATION: Authorize the City Manager or his designee to increase the contract with PMC World by \$90,000 to a total of \$189,000 for project management services related to the former NUMMI Property.

***2.6 ADJUSTMENT TO TAXI DRIVER PERMIT FEES**

Public Hearing (Published Notice) to Consider Modifications to Fees for Taxi Driver Permits, New and Annual Renewal

Contact Person:

Name:	Susan Aro	Craig T. Steckler
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Dept.:	Police	Police
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Executive Summary: This report recommends that the City Council adopt adjustments to fees charged for specified services provided by the Police Department related to the issuance and regulation of permits for taxi drivers. Staff continues to monitor costs for services to ensure that the fees charged do not exceed the cost of providing the service. It should be noted that the City is not authorized to charge fees for the costs of providing general police protection services to the community, and the City's General Fund funds the costs of general police services. Individual fees for service are updated to cover the current cost to provide this service. This process is similar to fee review and proposed adjustments administered by other City departments. The fee adjustments proposed in this report do not generate excess General Fund revenue, but rather are intended to cover expenses the General Fund is now bearing. Staff recommends that the City Council approve the adjustments to fees for taxi driver permits, new and renewal, effective July 14, 2010, as described in this report.

BACKGROUND: These fees were last updated in June 2008. The purpose of updated police services fees included in the City's Master Fee Schedule is to align charges for specific services with the actual costs of providing those services. The taxi permit fees proposed for amendment at this time reflect the Police Department's review of the costs associated with providing this service to the community. These fees were calculated using the City Wage Billing Schedule for labor costs and adding a City/Department overhead factor.

The proposed fees are equal to, and do not exceed, the cost of providing the service. Proposed fees, as they would appear in the City Master Fee Schedule are displayed below.

Section of the current master fee schedule:

City of Fremont

MASTER FEE SCHEDULE

VII. Public Safety (Res.2008-24, 6/3/08)

A. Police

5. Taxi Driver Permit

- | | |
|------------------------|----------|
| a. New Driver's Permit | \$306.00 |
| b. Annual Renewal Fee | \$108.00 |

The Police Department has proposed a fee decrease of \$5.00, from the current fee of \$311.00 to a new fee of \$306.00, to the Taxi Driver Permit (New Driver's Permit) Fee. The primary reason for the

decreased fee is that fingerprints are being done by Livescan® and there is no processing of fingerprint cards or data entry required by a City employee in this fee. Applicants arrange for fingerprint processing, independent of this fee. The Taxi Driver Permit (Annual Renewal) Fee is proposed to be increased by \$6.00, from \$102.00 to \$108.00. This fee was last updated in June 2008. In the past two years, the cost of providing this service has increased 5.9%, primarily due to personnel-related costs.

These modifications being proposed are for FY 2010/11. A public notice was published on June 29, 2010 and again on July 6, 2010 in the *Tri-City Voice* newspaper, announcing this public hearing and the intent to modify these taxi permit fees.

DISCUSSION/ANALYSIS: Fees for service are based on the actual cost of providing the service. Review of Taxi Permit Fees found that costs have changed over the past two years and the fees should be adjusted. If proposed fee modifications are adopted, the New Taxi Driver's Permit Fee would decrease by \$5.00 and the Taxi Driver Permit Annual Renewal Fee would increase by \$6.00. Fee adjustments must be brought before the City Council for consideration and action.

FISCAL IMPACT: There is no net impact on the City operating budget and General Fund because the cost to provide these services is equal to the fee revenue received.

ENVIRONMENTAL REVIEW: None

ENCLOSURE: [Draft Resolution](#)

RECOMMENDATION:

1. Hold a public hearing.
2. Adopt a resolution to update Taxi Driver Fees related to Police Department regulatory and permitting services, as set forth in this report.

***2.7 AUTO MALL PYLON SIGN-(PLN2010-00260)**

To Consider a Conditional Use Permit to Allow One Freeway-Oriented Sign in the Industrial Area Portion of the Fremont Merged Redevelopment Project Area.

Contact Person:

Name:	Barbara Meerjans	Jeff Schwob
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Dept.:	Community Development	Community Development
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Executive Summary: The applicant is requesting approval of a Conditional Use Permit to allow one freeway oriented sign in the industrial area portion of the Fremont Merged Redevelopment Project Area. The sign would replace the existing Auto Mall pylon sign located west of I-880 between the Auto Mall Parkway and Fremont Boulevard (south) freeway exits. The proposed sign is in conformance with the recently approved sign ordinance amendment. Staff recommends approval of the proposed Conditional Use Permit.

BACKGROUND: There is currently a sign for the Fremont Auto Mall adjacent to I-880 that the auto mall businesses are interested in updating. The existing Fremont Auto Mall sign was approved and constructed in 1994. The Fremont Auto Mall Association does not own the property where the existing sign is located but holds an easement, originally from Catellus Development Corporation, allowing the sign and associated utilities, access, and maintenance. The property is now owned by the United States Department of the Interior Fish and Wildlife Service.

PROJECT DESCRIPTION: The proposed project is to consider a Conditional Use Permit to allow one freeway oriented sign in the industrial area portion of the Fremont Merged Redevelopment Project Area. The sign would replace the existing Auto Mall pylon sign located west of I-880 between the Auto Mall Parkway and Fremont Boulevard (south) freeway exits. The proposed illuminated pylon sign would be seventy feet in height and a maximum thirty feet in width and located within approximately ten feet of the existing sign location. The sign design appears as vertical panels angled at the top with the screen located at the upper portion of the sign. The sign would be double sided and include the names of the auto dealers as illuminated fixed copy on routed aluminum panels. Above the screen, near the top of the sign, would be internally illuminated channel letters stating the website of the Fremont Auto Mall. The proposed sign materials are primarily aluminum panels painted silver or gray and white acrylic letter faces and accents. There are frosted white acrylic accent panels at the narrow sides of the sign facing east (freeway) and west. During the daytime the sign colors would be white, silver, and gray with the full color electronic message screen. At night the frosted white accent side panels would be illuminated by internal LEDs that would slowly shift through a range of colors.

A full color LED electronic message screen (two screens total) is proposed between the website address and the auto dealers' names on each side of the sign. Each screen is proposed to be fifteen feet in height and thirty feet in width, a total of 450 square feet in area. The screens would present a changing

“slide show” advertising the auto mall businesses and other businesses located in the industrial area portion of the Fremont Merged Redevelopment Project Area. There would be slight fade between slides and the screens would be non-operational between 1:30 a.m. and 5:30 a.m. The applicant proposes an electronic message screen minimum hold time of images to conform to CALTRANS standards. The screens would be equipped with an ambient light sensing mechanism that automatically adjusts the sign’s brightness based on the ambient light conditions.

DISCUSSION/ANALYSIS: The proposed sign would be an on-site sign for the Industrial Portion of the Fremont Merged Redevelopment Project Area and would replace the existing outdated Auto Mall sign. The existing sign is sixty feet in height and has an electronically changeable image sign area of 216 square feet (9 x 24 feet). For comparison, the now non-conforming former Central Chevrolet sign at Thornton and I-880 (not in the Industrial portion of Redevelopment Area) is also sixty feet in height and has an electronically changeable image sign area of 345 square feet (15 X 23 feet). Both of the existing signs are have screens facing two directions. The proposed sign would be ten feet greater in height and have an electronically changeable image sign area of 450 square feet (15 X 30 feet). One striking difference is the improved image quality of the LED screens.

General Plan Conformance: The existing General Plan land use designation for the project site is Institutional Open Space. The proposed project is consistent with the existing General Plan land use designation for the project site because it is the replacement of an existing sign that was approved as part of a Planned District that included a wide variety of land uses. The project will accommodate the following General Plan Goals, Objectives and Policies are applicable to the proposed project:

FUNDAMENTAL GOAL F-8: A diversity of residential, recreational, cultural, employment and shopping opportunities.
FUNDAMENTAL GOAL F-9: A large, diversified industrial and commercial base to meet the employment needs of the city’s present and future workforce.
LOCAL ECONOMY (LE) GOAL 2: A strong municipal tax base.

Analysis: The proposed sign supports the objective to direct persons to a variety of activities and enterprises that would facilitate the full development of the Industrial Portion of the Fremont Merged Redevelopment Area. The proposed sign would support the attraction and retention of businesses and industries that benefit Fremont by increasing sales and supporting sales tax and employment-generating businesses. Additionally, the sign presents an updated image and state of the art technology.

Zoning Regulations: As set forth in Section 8-22114 of the Fremont Municipal Code (FMC), a freeway-oriented sign is allowed in the Industrial Portion of the Fremont Merged Redevelopment Area subject to a Conditional Use Permit. The following table depicts how the proposed sign meets the standards established for a Freeway-oriented sign:

<i>Feature</i>	<i>Standard</i>	<i>Proposed</i>	<i>Complies?</i>
Sign Height	72 feet maximum	70 feet	Yes
Sign Width perpendicular to freeway	50 feet maximum	30 feet	Yes
Sign Width parallel to freeway	20 feet maximum	10 feet	Yes
Sign illumination	LED or equivalent low energy usage	LED	Yes
Sign Image Duration and Display Criteria for screens – Image hold time	Minimum of eight seconds or CalTrans standard whichever is greater	Minimum of eight seconds or CalTrans standard whichever is greater per condition	Yes
Sign Image Duration and Display Criteria for screens - Transitions	Transitions shall be gradual /no abrupt changes in images or lighting levels	Images will have slight fade between slides	Yes
Sign Image Duration and Display Criteria for screens – Screens dark	Screens to be turned off between 1:30a.m. and 5:30a.m. daily	Screens to be turned off between 1:30a.m. and 5:30a.m. daily	Yes

Additionally, the sign must conform to the following aesthetic considerations:

- (A) Compatibility with the surrounding area, namely the form, proportion, architectural scale in proportion to other nearby buildings and structures, materials, surface treatment, overall sign size;
- (B) The location and placement of the sign will not endanger motorists;
- (C) The sign's lighting will not cause hazardous or unsafe driving conditions for motorists;
- (D) The sign will not cover or blanket any prominent view of a structure or façade of historical or architectural significance;
- (E) The sign is compatible with the existing area and does not impose an inharmonious element to an existing skyline.

Analysis: The proposed sign is in conformance to the above aesthetic considerations. The sign is compatible with the surrounding area in that the form and materials of the sign are modern in design and similar to materials used in the surrounding industrial and commercial area. The proposed 70 foot sign, while ten feet greater than the existing sign, is less than height of the Pacific Commons sign (120 feet) and the Marriott Hotel (110 feet) located to the north and south of the project site along I-880. Additionally, there are P.G. & E. high voltage towers in the area which are approximately 140 feet in

height. The proposed location of the sign is within ten feet of the existing sign and approximately 75 feet from a traffic lane. The proposed sign lighting levels will adjust to the ambient lighting conditions and conform to CalTrans standards. The applicant is also required to obtain a permit from CalTrans for the sign. The sign presents a relatively narrow profile (ten feet) to the view towards the open space area to the west. There are no other structures of historical or architectural significance located nearby. The sign is compatible with the existing area, particularly to the nearby retail and industrial business parks. The angled forms are similar to other buildings adjacent to I-880, such as Solyndra and Fire Station #11.

Findings

In order to approve the proposed Conditional Use Permit for a freeway-oriented sign, the project must be found consistent with the General Plan and Zoning Ordinance. Based on the above analysis, staff finds the proposed freeway-oriented sign is in conformance with General Plan and Zoning Ordinance and recommends the following findings:

- a. The proposed use is consistent with the General Plan because as discussed in the General Plan Conformance Analysis section above, the proposed sign is consistent with the General Plan in that it would facilitate the full development of the Industrial Portion of the Fremont Merged Redevelopment Area. The proposed sign would support the attraction and retention of businesses and industries that benefit Fremont by increasing sales and supporting sales tax and employment-generating businesses.
- b. The site is suitable and adequate for the proposed use because it is replacing a similar sign at the same location and complies with the size and location criteria of the Fremont Municipal Code.
- c. The proposed use would not have a substantial adverse effect on vehicular (including bicycle) or pedestrian circulation or safety, on transit accessibility, on the planned level of service of the street system or other public facilities or services because it does not generate traffic other than an occasional maintenance vehicle. The sign design complies with Caltrans requirements for the timing and length of message display so as to not cause an unsafe distraction to pass by traffic.
- d. The proposed use would not have a substantial adverse economic effect on nearby uses because the purpose of the sign is to promote the Fremont Auto Mall and the full development of the Industrial Portion of the Fremont Merged Redevelopment Area. The proposed sign supports the attraction and retention of businesses and industries that benefit Fremont by increasing sales and supporting sales tax and employment-generating businesses.
- e. The proposed use would not be detrimental to the general welfare of persons residing in the immediate vicinity, the neighborhood or the community at large because the sign is not located near any residences and is designed to be compatible with surrounding uses by having no more light intensity within the wildlife refuge than the existing sign and the sign LED display will be programmed to be turned off at late night hours
- f. The design of the project is compatible with existing and proposed development in the district and its surroundings because the form and materials of the sign are modern in design and similar to materials used in the surrounding industrial and commercial area and it is compatible by design of

having no more light intensity within the wildlife refuge than the existing sign and the sign LED display will be programmed to be turned off at late night hours

The findings above are also contained in Exhibit “B” enclosed.

FISCAL IMPACT: None

ENVIRONMENTAL REVIEW: The proposed project is exempt from the California Environmental Quality Act (CEQA) pursuant to Guideline 15302, Replacement or Reconstruction. The proposed freeway-oriented sign is located on the same site as the existing electronic message sign and has substantially the same purpose as the sign it will replace. The sign is ten feet greater in height but conforms to the standards for such sign. The illumination level of the new sign is equal to the existing sign and the electronic message screens will be non-operational between 1:30a.m. and 5:30a.m.

ENCLOSURE:

Exhibits:

Exhibit “A” [“Site plan and elevations”](#)
Exhibit “B” [“Findings and Conditions”](#)

Informational Items:

1. [Daktronics letter, May 20, 2010](#)
2. [ISA Electronic Message Display Brightness Guide](#)
3. [Current Recorded Easement and Easement Site Plan](#)

RECOMMENDATION:

1. Hold public hearing.
2. Find that the project is categorically exempt from the California Environmental Quality Act (CEQA) under Guideline 15302, Replacement or Reconstruction because the proposed freeway-oriented sign is located on the same site as the existing sign and has substantially the same purpose as the sign it will replace. Direct staff to file a notice of exemption with the County Recorder.
3. Find the Auto Mall Pylon Sign is in conformance with the relevant provisions contained in the City's existing General Plan, and that the project conforms to the goals, objectives, and policies of the Industrial Portion of the Fremont Merged Redevelopment Project Area Plan.
4. Approve a conditional use permit for the Auto Mall Pylon Sign, as shown on Exhibit “A”, subject to findings and conditions in Exhibit “B.”

6.1 Report Out from Closed Session of Any Final Action

7.1 ADOPT RESOLUTIONS TO DESIGNATE THE BOUNDARIES OF THE “SOUTH FREMONT/WARM SPRINGS SURVEY AREA” AS A REDEVELOPMENT SURVEY AREA AND AUTHORIZE STAFF TO PROCEED WITH A PLAN ADOPTION PROCESS

Designate the Area Surrounding and Including the Former NUMMI Plant Site as the “South Fremont/Warm Springs Survey Area”; Authorize Staff to Proceed With a Redevelopment Plan Adoption Process; and Approve Execution of Cooperation and Reimbursement Agreement for Costs of Plan Preparation

Contact Person:

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Note: A companion item is on the Redevelopment Agency’s agenda.

Executive Summary: Staff recommends City Council adoption of a [series of resolutions](#) to designate the former NUMMI plant site and surrounding area as the “South Fremont/Warm Springs Survey Area” (Survey Area) under the California Community Redevelopment Law (CRL) [and to take related actions described below](#). The proposed Survey Area designation is the first step required under the CRL in the preparation and adoption of a proposed redevelopment plan (Redevelopment Plan) to establish a South Fremont/Warm Springs Redevelopment Project Area (Project Area) within all or a qualifying portion of the Survey Area. Ultimately, such a proposed plan would be considered for adoption by the City Council. The purpose of adopting a new Redevelopment Plan would be to provide the Redevelopment Agency (Agency) with the legal framework and financial resources necessary to stimulate site reuse and revitalization of the NUMMI site and surrounding portions of the Warm Springs area.

If approved, the resolutions would authorize staff to proceed with the preparation of a Redevelopment Plan, including preparation of financial and planning reports required under the CRL; preparation of an environmental impact report (EIR) for the Redevelopment Plan under the California Environmental Quality Act (CEQA); consultations with local property owners, residents, businesses and community organizations; consultations with local governmental agencies that receive property taxes from the Survey Area and any resulting Project Area; and to conduct the required public hearings. In connection with this authorization to proceed, the City Council and Agency are requested to 1) designate the City as the “lead agency” and the Agency as the “responsible agency” for preparation of the EIR, and 2) to determine, in accordance with the CRL, that the nature and scope of the proposed Redevelopment Plan does not require formation of a project area committee because the Survey Area and any resulting Project Area does not contain a substantial number of residents.

The recommended resolutions would also authorize the City to lend the Agency the financial resources necessary to conduct the Redevelopment Plan adoption process and direct the Agency to reimburse the

City, using tax increment generated from the Project Area, if the City Council ultimately determines to adopt a Redevelopment Plan.

BACKGROUND: New United Motor Manufacturing, Incorporated (NUMMI) was established in 1984 when General Motors (GM) entered into a partnership with Toyota to reuse a vacant auto manufacturing plant formerly operated by General Motors. For over 25 years, this successful partnership produced automobiles at NUMMI, but due to recent economic hardship and the bankruptcy of GM, the plant closed on March 31, 2010.

The 380-acre, 5.5 million square foot NUMMI plant site was a major employer for Fremont and the State. Its closure results in about 4,700 unemployed workers, many of whom live in Fremont, with an estimated 25,000 people affected in affiliate industries.

Upon learning of NUMMI's closure plans, the City of Fremont began working closely with local, regional, and State officials to examine ways to keep the plant open. Since the closure, City officials have continued exploring options for NUMMI plant reuse. While the May 20th news release regarding Tesla Motors' intention to reuse a portion of the NUMMI site is most welcome and promising, staff believes it is prudent to continue to explore all means to assure full and rapid reuse of the entire property and surrounding area, including the potential tools provided by redevelopment as further described below.

Given the unique nature of auto plant and regional manufacturing facility closures and the scale and size of the NUMMI site, staff envisions redevelopment as an effective tool to facilitate development in the Warm Springs area. Adoption of a new Redevelopment Plan and establishment of a new Project Area within all or a portion of the proposed Survey Area consisting of the NUMMI site and the surrounding area will provide the Agency with the tools and resources to stimulate new employment opportunities; eliminate blighting influences; eliminate environmental threats and hazardous materials; and enhance the City's economic base by facilitating private sector development of vacant and underutilized properties to viable uses.

To begin the evaluation of the feasibility of a proposed Redevelopment Plan, the City engaged Seifel Consulting, Inc., an urban real estate and redevelopment consulting firm, to prepare an initial redevelopment feasibility study (Seifel Report). The Seifel Report recommends boundaries for the proposed Survey Area, sets forth a preliminary evaluation of how significant portions of the Survey Area might qualify for redevelopment under CRL standards, and outlines the process for preparation and adoption of a Redevelopment Plan. A copy of the Seifel Report is attached to this staff report.

DISCUSSION/ANALYSIS: In accordance with the CRL, the initial step in the Redevelopment Plan process is the designation of a Survey Area. The purpose of the Survey Area is to define the boundaries of the area that will undergo further analysis to determine whether the formation of a new redevelopment project area is feasible. The final Project Area must be within the adopted Survey Area boundaries.

Exhibit A shows the Proposed Survey Area that was established after discussions with City staff and subsequently confirmed through windshield surveys and preliminary data analysis by Seifel Consulting as further described in the Seifel Report. The proposed Survey Area is approximately 1,250 acres and

includes the NUMMI property. It is important to note that, in order for a new Redevelopment Plan to be adopted and a new Project Area to be created, blighting factors in the form of adverse physical and economic conditions must exist and be prevalent and substantial to the extent that they constitute a serious burden for the community. The attached Seifel Report (pages 9-12) discusses the preliminary assessment of existing physical and economic conditions that might qualify all or portions of the proposed the South Fremont/Warm Springs Survey Area.

If the City Council and Agency take the actions recommended in the Seifel Report and this staff report, staff will next work with legal counsel, redevelopment consultants, and the Planning Commission to conduct a more detailed evaluation of the qualification of all or portions of the Survey Area, leading to the possible adoption by the Planning Commission of a Preliminary Redevelopment Plan and designation of a formal Project Area within the Survey Area. The Seifel Report summarizes the succeeding major steps in the Redevelopment Plan adoption process (pages 25-28), which typically require 18-24 months to complete.

The Seifel Report and staff further recommend that any Project Area established within the Survey Area for the South Fremont/Warm Springs area be structured as a separate, free-standing redevelopment project area that is not merged with the City's existing Fremont Merged Redevelopment Project Area. In that manner, the separate financial resources generated by the Merged Project Area and any new South Fremont/Warm Springs Project Area will be dedicated back to the revitalization of the particular project area from which the respective financial resources have been generated.

For some time, it has been recognized that the South Fremont/Warm Springs area has potential for significant growth, [if the area's physical and economic barriers can be overcome to create an environment conducive to private sector investment](#). The planned construction of a South Fremont/Warm Springs BART station has led to consideration of alternative land use patterns in the area that may include transit-oriented development (TOD) and a mix of land uses, with greater development concentration in the vicinity of the proposed BART Station. The City's General Plan Update 2030, currently underway, will designate an area, similar to the Survey Area (and any resulting Project Area), for further evaluation and planning, leading to preparation and adoption of a Community Plan for the South Fremont/Warm Springs area to be incorporated in the General Plan. The Community Plan will discuss future development and land uses for the South Fremont/Warm Springs area, including the reuse of the NUMMI property.

As discussed at the April 13, 2010 City Council meeting, staff will devote the next few months to developing an economic development strategy; land use planning alternatives; infrastructure needs evaluation; and financial analyses for the South Fremont/Warm Springs area through studies funded in part by a grant from the Economic Development Administration. In anticipation of the studies, on May 4, 2010, the City Council approved Guiding Principles for the South Fremont/Warm Springs area. Staff envisions that the Redevelopment Plan will be prepared in close coordination with this work and the subsequent preparation of the Community Plan. Staff further envisions the opportunity for preparing a single integrated EIR as the CEQA evaluation document for both the Redevelopment Plan and the Community Plan.

According to the Seifel Report, the proposed Survey Area does not include land designated for residential use. Of the approximately 1,250 acres constituting the proposed Survey Area, at most there

are five to seven residential units that may be present in the area. On this basis, the CRL does not require formation of a Project Area Committee. Instead, staff proposes to conduct a vigorous program of community consultation as part of the combined Redevelopment Plan and Community Plan preparation efforts.

FISCAL IMPACT: As is common practice for the preparation of a new redevelopment plan for a new redevelopment project area, staff recommends that the City advance the costs from 501 fund unallocated fund balance to prepare the proposed Redevelopment Plan for consideration of adoption by the City Council. It is further recommended that the City and the Agency enter into a Cooperation and Repayment Agreement (see attached) whereby the City agrees to provide the necessary funding for the costs of Redevelopment Plan preparation and the Agency agrees to repay the funds provided by the City, with interest, from future tax increment that may be generated by the Project Area, if the City Council, acting in its policy discretion, subsequently adopts the Redevelopment Plan and establishes the Project Area. For this purpose, staff has prepared a form of Cooperation and Repayment Agreement for consideration by the City Council and Agency Board.

As noted in this staff report and as further detailed in the accompanying Seifel Report, the Redevelopment Plan adoption process involves an intensive multi-year effort that encompasses detailed CRL and CEQA documentation and major outreach to property owners, community and business interests, and other local governmental entities. The effort requires significant investment of staff time and retention of experts in the fields of redevelopment, environmental review, and civil engineering.

If the City Council and Agency Board determine to proceed with a Redevelopment Plan adoption process, staff expects initial costs of \$236,500. This estimated amount will allow staff to engage a consultant to assist in developing a Preliminary Plan for presentation to Planning Commission and other statutory requirements required by the CRL.

Item	Estimated Amount
<i>*Consultants (redevelopment, fiscal, legal)</i>	\$190,000
<i>Staff Costs</i>	\$ 20,000
<i>Public Noticing, Mailing and Outreach</i>	\$ 5,000
<i>Contingency 10%</i>	\$ 21,500
Estimated Total	\$236,500

**This amount includes \$72,500 that has already been approved for expenditure for the feasibility study (Seifel Report).*

Staff recommends that the Cooperation and Repayment Agreement provide for a City advance of the financial resources necessary to conduct the Redevelopment Plan adoption process. As consultants are retained and the respective scopes of services are further refined and negotiated, staff will bring such contracts to the City Council and/or Agency Board for consideration.

ENVIRONMENTAL REVIEW: Adoption of the proposed Survey Area is the initial step toward potential adoption of a Redevelopment Plan that would facilitate the development of blighted,

underutilized and contaminated sites for uses consistent with the City's General Plan, as updated through the Community Plan preparation process.

Adoption of the Survey Area boundary and the related recommended City Council and Agency Board actions do not constitute formal approval of any project at this time, but instead are simply the beginning steps under the CRL and CEQA for an extensive planning process that may ultimately lead to City Council approval of a Redevelopment Plan. Consequently, the actions recommended in this staff report do not require preparation and consideration of a CEQA evaluation document. As highlighted in this report, if the City Council and Agency Board determine to proceed with a Redevelopment Plan adoption process, a key element of that process will be the preparation of an EIR that will address the potential environmental impacts of adoption and implementation of the Redevelopment Plan (and, potentially, an accompanying Community Plan addition to the City's General Plan). The EIR will be based on studies completed in the next year with funding from the Economic Development Administration and it will be the CEQA document available to the City Council and Agency Board for consideration and adoption of the Redevelopment Plan (and Community Plan, if appropriate).

ENCLOSURES:

- [Report from Seifel Consulting, Inc.](#)
- [Proposed Survey Area Map \(Exhibit A\)](#)
- [Proposed Cooperation and Repayment Agreement](#)
- [Resolution of the City Council of the City of Fremont Designating a Redevelopment Survey Area for the South Fremont/Warm Springs Area for Redevelopment Study Purposes](#)
- [Draft Resolution of the City Council of the City of Fremont Authorizing Staff to Proceed With the Preparation of a Redevelopment Plan](#)
- [Draft Resolution of the City Council of the City of Fremont Authorizing Funding and Execution of a Proposed Cooperation and Repayment Agreement for Redevelopment Plan Preparation](#)

RECOMMENDATION:

1. Adopt the area surrounding and including the former NUMMI plant site as the "South Fremont/Warm Springs Survey Area;"
2. Authorize staff to proceed with the Redevelopment Plan adoption process, determine that no project area committee is required and call for community consultations regarding the Redevelopment Plan, and designate lead and responsible agency for preparation of environmental documents;
3. Approve execution of Cooperation and Reimbursement Agreement for costs of Redevelopment Plan preparation; and
4. Approve appropriation from unallocated Fund 501 fund balance of \$236,500 to 501 PWC 8742 Redevelopment South Fremont/Warm Springs Survey Area.

7.2 STREET TREE REMOVAL CRITERIA

Consider Options For Modifying Street Tree Removal Criteria and Provide Direction to Staff For Amendment of Removal Criteria in the Street Tree and Sidewalk Maintenance Ordinance

Contact Person:

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Executive Summary: On May 25, 2010, the City Council adopted an ordinance pertaining to the planting, pruning, and removal of street trees and property owner responsibility for street tree and sidewalk safety and maintenance, commonly referred to as the Street Tree and Sidewalk Maintenance Ordinance. At this same time, the City Council directed staff to study options for modifying the street tree removal criteria in the ordinance to allow for the removal of nuisance trees that cause serious maintenance or safety issues for property owners. This report discusses three options: (1) allow the Ordinance to remain as adopted May 25, 2010, with the street tree removal criteria set forth therein; (2) include additional criteria from the City's current Tree Preservation Ordinance that support the denial of removals, but could be used by staff to allow a removal if the criteria are not met; and (3) add criteria that would allow for a street tree to be removed if a serious maintenance or safety issue can be demonstrated by the property owner. Staff recommends that the City Council select one of the options and direct staff to come back to the City Council with an amendment to the current Street Tree and Sidewalk Maintenance Ordinance if Option 2 or Option 3 is selected. If Option 1 is selected, no change to the current Ordinance would be required.

BACKGROUND: On May 25, 2010, the City Council adopted an ordinance pertaining to the planting, pruning, and removal of street trees and landowner responsibility for street tree and sidewalk safety and maintenance, commonly referred to as the Street Tree and Sidewalk Maintenance Ordinance. The Ordinance, which went into effect on June 24, 2010, includes guidelines and a permitting process that covers planting, pruning, maintenance and removal of street trees. Also at the May 25, 2010 City Council Meeting, the City Council directed staff to research the practicability of expanding the street tree removal criteria to allow for the removal of nuisance trees that cause serious maintenance or safety issues for property owners, as long as the property owners pay for the removal and replacement with a more appropriate tree. Nuisance trees may be defined as those which are an obstruction to the free use of property, so as to interfere with the comfortable enjoyment of life or property. Nuisance trees present challenges such as attracting insects or pests known to be detrimental to the health of trees, pushing up sidewalks and creating uneven pavement, and producing messy fruit or seed litter. For the City Council's consideration, staff has researched several options to address "nuisance" as a street tree removal criteria.

DISCUSSION/ANALYSIS: Staff evaluated three options regarding street tree removal criteria. The options are: (1) allow the Ordinance to remain as adopted May 25, 2010, with the street tree removal criteria set forth therein (reference enclosed document titled, "Criteria for Removal Permit"); (2) include

additional criteria from the City's current Tree Preservation Ordinance that support the denial of removals, but could be used by staff to allow a removal if the criteria are not met; and (3) add criteria that would allow for a street tree to be removed if a serious maintenance or safety issue can be demonstrated by the property owner. Presented below is a discussion of each option for the City Council to consider.

Option 1: *Allow the Ordinance to remain as adopted May 25, 2010.* The current street tree removal criteria adopted by the Ordinance allows for street trees to be removed for nuisance issues such as overcrowding, impacting adjacent utilities, or causing extensive damage to sidewalks, curbs or gutters. It also allows for the removal of trees that pose a substantial hazard to people or property and cannot otherwise be feasibly restored to a safe condition. While these criteria do not specifically address property owner maintenance concerns, they do address safety issues and the behavior typically exhibited by nuisance trees. They are essentially identical to the criteria that support removal contained in the current Tree Preservation Ordinance, which governs trees on private property and has been in place for many years.

The current street tree removal criteria help to preserve community aesthetics, maximize environmental benefits of trees, and places value on the City's urban forest. Even though staff may receive complaints when removal of a tree is denied, staff also receives just as many complaints from neighboring residents when tree removal is approved. Staff believes that the current street tree removal criteria effectively balances the need for beneficial tree removals while still providing protection of the City's urban forest. If a property owner will not accept staff's denial of their tree removal request, the current Ordinance provides for an appeal process up to the City Council.

Option 2: *Amend the Ordinance to include criteria from the Tree Preservation Ordinance that support the denial of removals.* In addition to criteria that support approving removal, the Tree Preservation Ordinance provides criteria that support denying removal. Under the Tree Preservation Ordinance, the absence of facts that would support denial under the criteria can be used by staff to allow a removal. For example, the criteria state that: (1) the tree is an important asset to the community based on such factors as its service as part of a windbreak system, its assistance in drainage or in the avoidance of soil erosion, its service as a component of a wildlife habitat, its role in maintaining the existing urban forest or its contribution to reducing reflective glare from buildings and pavement; (2) the tree contributes substantially to the aesthetic beauty of an area, and its removal would adversely affect the appearance of the area; (3) the tree's potential, or lack thereof, for a long life and for a substantial increase over time of its contribution to the City's urban forest shall be taken into consideration in making this determination; and (4) the tree is a member of a group of trees mutually dependent on each other for survival. In the Tree Preservation Ordinance, if none of these criteria for permit denial can be met, then it is established that there is little benefit to preserving the tree even if none of the criteria for permit approval (tree removal) is met. These criteria would provide staff with the flexibility to allow a tree removal considering additional criteria that address the overall purpose of tree preservation. Using these criteria, the majority of tree removal requests under the Tree Preservation Ordinance have been approved and very few denials have been appealed to the City Council over the past 9 years.

Option 3: *Amend the Ordinance to add criteria that would allow for a street tree to be removed if a serious maintenance issue can be demonstrated by the property owner.* This new criteria would require the property owner to justify to staff that the tree in question requires a level of ongoing maintenance

that is beyond the property owner's reasonable ability to sustain. As with most removals, if removal based on this new criteria is approved by staff, it would require the property owner to pay for tree removal and replacement with a more appropriate tree selected by City staff.

Most city tree ordinances in the Bay Area do not include maintenance as a criteria for removal. The concern with removal criteria that use maintenance issues or identify "nuisance" trees by species name is that it could lead to automatic removals of trees that may or may not be causing a problem in their current state. Such a scenario could lead to increased removals. In addition, the definition of "high maintenance" is subjective, which could make it difficult for staff to apply this criteria consistently. In many cases, a tree that is regarded as high maintenance, exhibits one or more of the other criteria already in the ordinance, such as hazardous to person and property.

While this criteria would provide the property owner with greater discretion over what's planted in front of their property, it would also create more opportunities for tree removals and thereby threaten the integrity of the City's urban forest. The draft General Plan calls for increasing the urban forest canopy by 10% per year. This is an ambitious goal, and staff believes that it would be difficult to achieve this goal if criteria were added to the ordinance that would make it easier to remove mature trees. Removing mature trees would lead to a significant reduction in the canopy of the urban forest because the mature tree would be replaced with a much smaller tree – usually a 15 gallon tree.

If the Council chooses to proceed with Option 3, staff will return to Council with a proposed amendment to the ordinance that attempts to provide objective criteria for the removal of trees based on serious maintenance issues that are beyond the property owner's reasonable ability to sustain.

Summary: Each of the options above, which are presented in order of staff's preference, are intended to provide the City Council with information regarding the pros and cons of each option. Should the City Council elect to amend the Ordinance by implementing "Option 2 – include criteria from the Tree Preservation Ordinance that support the denial of removals" or "Option 3 - add criteria that would allow for a street tree to be removed if a serious maintenance issue can be demonstrated by the property owner", staff will come back to the City Council with a proposed ordinance amendment ready for a first reading.

FISCAL IMPACT: None.

ENCLOSURE: [Criteria for Removal Permit](#)

RECOMMENDATION: Staff recommends that the City Council take one of the following actions:

1. Select Option 1 with no change to the current Ordinance;
2. Select Option 2 directing staff to return to the City Council with an amendment to the current Street Tree and Sidewalk Maintenance Ordinance to include criteria from the Tree Preservation Ordinance that support the denial of removals; or
3. Select Option 3 directing staff to return to the City Council with an amendment to the current Street Tree and Sidewalk Maintenance Ordinance to add criteria that would allow for a street tree to be removed if a serious maintenance issue can be demonstrated by the property owner.

8. Council Referrals

8.1.1 MAYOR WASSERMAN REFERRAL: Reappointment of Dottie DiFranco to the George W. Patterson House Advisory Board

Appointment:

<i>Advisory Body</i>	<i>Appointee</i>	<i>Term Expires</i>
George W. Patterson House Advisory Board	Dottie DiFranco (Citizen at Large)	December 31, 2013

ENCLOSURES: [Application](#)

8.1.2 VICE MAYOR WIECKOWSKI REFERRAL: Request the City Council to Consider a Council-Sponsored Ballot Measure to set Term Limits for Mayor and City Councilmembers at Twelve (12) Consecutive Years of Service and Re-Establish Eligibility to Serve after a Break in Service

I would like the Council to discuss directing the City Manager and staff to prepare a report for the Council to consider submitting a ballot measure to the voters at the general election on November 2, 2010. The measure would seek voter approval to amend term limits for mayor and councilmembers to twelve (12) consecutive years and re-establish eligibility to serve after a break in service.

ENCLOSURES: None

8.2 Oral Reports on Meetings and Events

ACRONYMS

ABAG.....	Association of Bay Area Governments	FUSD	Fremont Unified School District
ACCMA	Alameda County Congestion Management Agency	GIS	Geographic Information System
ACE	Altamont Commuter Express	GPA.....	General Plan Amendment
ACFCD.....	Alameda County Flood Control District	HARB	Historical Architectural Review Board
ACTA	Alameda County Transportation Authority	HBA	Home Builders Association
ACTIA.....	Alameda County Transportation Improvement Authority	HRC	Human Relations Commission
ACWD.....	Alameda County Water District	ICMA	International City/County Management Association
BAAQMD	Bay Area Air Quality Management District	JPA	Joint Powers Authority
BART	Bay Area Rapid Transit District	LLMD	Lighting and Landscaping Maintenance District
BCDC	Bay Conservation & Development Commission	LOCC.....	League of California Cities
BMPs	Best Management Practices	LOS	Level of Service
BMR	Below Market Rate	MOU	Memorandum of Understanding
CALPERS.....	California Public Employees' Retirement System	MTC.....	Metropolitan Transportation Commission
CBD	Central Business District	NEPA	National Environmental Policy Act
CDD.....	Community Development Department	NLC.....	National League of Cities
CC & R's	Covenants, Conditions & Restrictions	NPDES.....	National Pollutant Discharge Elimination System
CDBG	Community Development Block Grant	NPO.....	Neighborhood Preservation Ordinance
CEQA	California Environmental Quality Act	PC.....	Planning Commission
CERT.....	Community Emergency Response Team	PD	Planned District
CIP	Capital Improvement Program	PUC.....	Public Utilities Commission
CMA	Congestion Management Agency	PVAW.....	Private Vehicle Accessway
CNG.....	Compressed Natural Gas	PWC.....	Public Works Contract
COF	City of Fremont	RDA	Redevelopment Agency
COPPS.....	Community Oriented Policing and Public Safety	RFP	Request for Proposals
CSAC.....	California State Association of Counties	RFQ.....	Request for Qualifications
CTC	California Transportation Commission	RHNA	Regional Housing Needs Allocation
dB	Decibel	ROP.....	Regional Occupational Program
DEIR.....	Draft Environmental Impact Report	RRIDRO	Residential Rent Increase Dispute Resolution Ordinance
DO	Development Organization	RWQCB	Regional Water Quality Control Board
DU/AC.....	Dwelling Units per Acre	SACNET	Southern Alameda County Narcotics Enforcement Task Force
EBRPD	East Bay Regional Park District	SPAA	Site Plan and Architectural Approval
EDAC	Economic Development Advisory Commission (City)	STIP	State Transportation Improvement Program
EIR.....	Environmental Impact Report (CEQA)	TCRDF.....	Tri-Cities Recycling and Disposal Facility
EIS	Environmental Impact Statement (NEPA)	T&O	Transportation and Operations Department
ERAF.....	Education Revenue Augmentation Fund	TOD	Transit Oriented Development
EVAW	Emergency Vehicle Accessway	TS/MRF	Transfer Station/Materials Recovery Facility
FAR	Floor Area Ratio	UBC	Uniform Building Code
FEMA.....	Federal Emergency Management Agency	USD.....	Union Sanitary District
FFD.....	Fremont Fire Department	VTa	Santa Clara Valley Transportation Authority
FMC.....	Fremont Municipal Code	WMA	Waste Management Authority
FPD.....	Fremont Police Department	ZTA.....	Zoning Text Amendment
FRC.....	Family Resource Center		

**UPCOMING MEETING AND CHANNEL 27
BROADCAST SCHEDULE**

<i>Date</i>	<i>Time</i>	<i>Meeting Type</i>	<i>Location</i>	<i>Cable Channel 27</i>
July 20, 2010	6:00 p.m.	Work Session	Council Chambers	Live
July 27, 2010	7:00 p.m.	City Council Meeting	Council Chambers	Live
		August Recess		
September 7, 2010	7:00 p.m.	City Council Meeting	Council Chambers	Live
September 14, 2010	7:00 p.m.	City Council Meeting	Council Chambers	Live
September 21, 2010	TBD	Work Session	Council Chambers	Live
September 28, 2010	7:00 p.m.	City Council Meeting	Council Chambers	Live
October 4, 2010	4-6 p.m.	Joint Council/FUSD Meeting	Council Chambers	Live
October 5, 2010	7:00 p.m.	City Council Meeting	Council Chambers	Live
October 12, 2010	7:00 p.m.	City Council Meeting	Council Chambers	Live
October 19, 2010	TBD	Work Session	Council Chambers	Live
October 26, 2010	7:00 p.m.	City Council Meeting	Council Chambers	Live
November 2, 2010	7:00 p.m.	City Council Meeting	Council Chambers	Live
November 9, 2010	7:00 p.m.	City Council Meeting	Council Chambers	Live
November 16, 2010	TBD	Work Session	Council Chambers	Live
November 23, 2010	7:00 p.m.	City Council Meeting	Council Chambers	Live
November 30, 2010 (5 th Tuesday)		No City Council Meeting		
December 7, 2010	7:00 p.m.	City Council Meeting	Council Chambers	Live
December 14, 2010	7:00 p.m.	City Council Meeting	Council Chambers	Live
December 21, 2010	TBD	Work Session	Council Chambers	Live